

X/Cat OGD

CLASSIFICATION <u>CONFIDENTIAL-CONTROL/US O EICIALS ONLY</u>	
COUNTRY <u>Yugoslavia</u>	REPORT NO. <u>[REDACTED]</u>
TOPIC <u>Skoplje Airfield</u> 25X1A	
25X1X EVALUATION <u>[REDACTED]</u>	PLACE OBTAINED <u>[REDACTED]</u> 25X1A
25X1A DATE OF CONTEN <u>[REDACTED]</u>	
DATE OBTAINED <u>[REDACTED]</u>	REPAIRED <u>31 January 1951</u>
25X1A REFERENCES <u>[REDACTED]</u>	
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE) <u>[REDACTED]</u>
REMARKS <u>[REDACTED]</u>	

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SOURCE

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1. In February 1948, the Skoplje (Y 48/C 70) airfield was occupied by about 50 to 60 single-engine low-wing monoplanes, 12 to 15 aircraft of Ju-52, Klemm-35 and Stieglitz types, and an unknown number of twin-engine planes. PWs said that the single-engine low-wing monoplanes were of Soviet type. [REDACTED] that the low-wing monoplanes had been stationed at the field since the fall of 1947, when they arrived in one formation from an unknown location. *
2. Almost all flights were made in daytime. About three to five single-engine low-wing monoplanes took off daily, headed southward and returned after one hour or one hour and a half. Yugoslavs said that the planes made reconnaissance flights along the Greek border. There was intensive daytime practice flying with Klemm-35s and Stieglitzs. Ju-52s made flights of several hours duration. [REDACTED] could not remember the type flying done by the twin-engine planes. Night flights were made occasionally.
3. The sodded landing field was about 3 km in N-S direction and 1 1/2 km in E-W direction. Laborers said that the landing field had drainage facilities. There were no concrete runways or taxiways at the field in February 1948. However, Yugoslav foremen said that a N-S runway was to be built in the center of the field as soon as the soil had settled enough after the extensive reconstruction work. **
4. The reconstruction of buildings and installations at the landing field started in 1945. The work, done by a state construction combine, was pushed in 1946 and generally completed in the beginning of 1948.
5. Buildings and installations at the field included a minimum of ten corrugated sheet metal hangars, each 25x40 meters; one repair-hangar 35x120 meters, containing several workshops, one large assembly hall, spare parts depots and offices; and another workshop with fitting, lathe and welding departments were located on the southwestern section of the field. Aircraft parking sites, without special markings, revetments or other installations, were located in the southwestern and northwestern corners of the landing field.

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6. The underground fuel dump was in the southwestern section of the field, between the workshops and a parachute depot. Other PWs said that an underground installation of reinforced concrete was being reconditioned and that walls and ceilings were 70 cm thick. A spur track led to the fuel dump. Pumps and filling stations were both west of the dump, at the side of the spur track and east of the dump, at the side of the road. Two or three tank trucks were occasionally seen there. The size and capacity of the tank trucks and the type of gasoline were not known.

7. [] could not supply any data on the storage of ammunition or bombs.

8. The boundaries of the landing field were marked by ground lights in the east, south and west. Obstacle lights were on the hangars and most of the other buildings. Red and white signal lights on the hills north and south of the field flashed alternately at night.

9. The radio house, 10x25 meters, with an antenna mast about 10 meters high, fitted on the roof, was south of the construction management building. Source did not know the type of antennas or equipment of the house. The weather station was presumably housed in the kommandatura building on which a wind sock and an anemometer were erected.

10. Other buildings on the field included four two-story barracks buildings, each 15x30 meters, located on the northern edge; according to civilian laborers, one barracks building was occupied by a company of student pilots, the other buildings were occupied by trained flying and ground personnel. The three-story kommandatura was 25x40 meters; The construction management building, 25x30 meters. Two garages, each 10x20 meters. A motor vehicle repair shop, 10x20 meters. The officers' mess, 25x30 meters. The mess, 10x20 meters. Fire house, 5x10 meters. Depot No 1, 25x45 meters, two-story building, where engines, spare parts and articles of equipment were stored. Depot No 2, 10x20 meters, used as clothing warehouse. Parachute depot, 10x20 meters. PWs said that the parachutes were of American or British make.

11. The field area was surrounded by a barbed wire fence 2 meters high. Sentries were posted at the gates of the two roads terminating at the field, the kommandatura building, the hangars, the barracks, the depots, and the fuel dump. Patrols guarded the landing field. AA or ground defense emplacements were not observed. No camouflage measures were taken. ***

* [] Comment. The occupation reported for 1947 and early 1948 agrees with previous information. For this period, one fighter regiment and one ground attack regiment were believed to be stationed at the field. The description and a sketch of fighter aircraft indicate that the fighters are Yak types which were reported by other sources. According to Yugoslav press reports which have not been confirmed, one fighter regiment and two bomber regiments were stationed at the Skoplje airfield in the summer of 1950. To date, no definite picture of the occupation has been obtained.

* [] Comment. The size of the airfield seems to be overestimated despite the numerous hangars and other buildings located there. According to Yugoslav press reports, two runways were allegedly constructed at the field. The dimensions of the runways were not reported.

*** [] Comment. The report was supplied [] and it contains the most detailed description so far received on the installations at the field. Since most of the data agree with previous reports, the information is believed to be generally correct. []

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